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3. [REDACTED] France could raise sufficient capital for the entire construction; [REDACTED] if the project is to be realized it will be necessary to obtain the financial participation of the United States or Great Britain, or both. [REDACTED] Ethiopia would expect to have some share in the venture, but her financial situation is so precarious at present that her capital investment would be purely nominal. The cost of constructing the railroad line cannot be estimated at present. 25X1X6 25X1X6
4. The proposed extension would require the construction of about 225 miles of new line from Akaki Station through Wolkitte to Lekemti, and a branch 65 miles long from below Wolkitte to Jimma. This route lies mainly along the valleys of the Anash, Little Ghibie, and Great Ghibie Rivers and, while the terrain is rugged, it presents no great engineering problems. The route would open up the potentially richest agricultural sections of Ethiopia, which are now accessible only by unsurfaced roads which are closed for much of the year. Moreover, these roads may be expected to become impassible within about two years, as a result of lack of maintenance. [REDACTED] Comment. The Ethiopian Government may consider that the construction of a railroad to Jimma and Lekemti would solve its road-building problems. The railroad would maintain its own right-of-way, whereas the maintenance of roads would create tax and budget problems for the government.)
5. During 1947 the Franco-Ethiopian Railway surveyed a route from Mojo to Seiasciamamma in Siddamp Province and is working on estimates for its construction. This route is 125 miles long and is entirely within the French sphere as defined in the Treaty of 1906. 25X1A6a

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